Near Westside Neighborhoods and University Avenue Transportation Study

1. Based on the map provided, please indicate where you live:

	Response Percent	Response Count
I live outside these areas	0.0%	0
Area A - Village of Shorewood Hills	0.0%	0
Area B - University of Wisconsin-Madison Campus	0.0%	0
Area C - Greater Regent Neighborhood Area	**100.0%**	**349**
Area D - West Madison/Middleton	0.0%	0
Area E - Southwest Madison/Verona	0.0%	0
Area F - South Madison/Fitchburg	0.0%	0
Area G - Madison Isthmus	0.0%	0
Area H - East Madison/Monona	0.0%	0
	answered question	**349**
	skipped question	**0**

2. Based on the map provided, please indicate where you work:

	Response Percent	Response Count
I do not travel for work purposes	20.1%	70
I work outside of these areas	8.6%	30
Area A - Village of Shorewood Hills	3.4%	12
Area B - University of Wisconsin-Madison Campus	**29.8%**	**104**
Area C - Greater Regent Neighborhood Area	10.3%	36
Area D - West Madison/Middleton	6.3%	22
Area E - Southwest Madison/Verona	2.6%	9
Area F - South Madison/Fitchburg	3.7%	13
Area G - Madison Isthmus	12.9%	45
Area H - East Madison/Monona	2.3%	8
	answered question	**349**
	skipped question	**0**

3. How do you travel the University Avenue/ Campus Drive corridor?

	Daily	A few times per weeks	A few times per month	Rarely / never	Rating Count
Personal motor vehicle to/ from work	22.6% (54)	23.0% (55)	16.3% (39)	**38.1% (91)**	239
Personal motor vehicle errands/ other travel	19.0% (56)	**60.3% (178)**	18.0% (53)	2.7% (8)	295
Metro Transit or other shared ride	15.7% (37)	16.9% (40)	21.6% (51)	**45.8% (108)**	236
Bicycle	18.4% (49)	**30.3% (81)**	22.8% (61)	28.5% (76)	267
Pedestrian/ Wheelchair	18.3% (45)	23.6% (58)	23.2% (57)	**35.0% (86)**	246
				answered question	**349**
				skipped question	**0**

4. Please prioritize the MOTOR VEHICLE concerns associated with the University Avenue/ Campus Drive Corridor.

	Major Concern		Agree it is an Issue		Not a Concern	Rating Average	Rating Count
Too much congestion along the corridor during rush hours	18.9% (63)	24.0% (80)	**33.9% (113)**	14.4% (48)	8.7% (29)	2.70	333
Travel speeds are too fast	18.5% (62)	13.7% (46)	21.8% (73)	**24.5% (82)**	21.5% (72)	3.17	335
Difficulty crossing or making a left turn on to Univeristy Avenue from an unsignalized intersection	26.2% (88)	20.8% (70)	**30.7% (103)**	11.0% (37)	11.3% (38)	2.60	336
Difficulty turning left off of University Avenue to a side street or driveway	10.4% (34)	16.5% (54)	**31.4% (103)**	26.5% (87)	15.2% (50)	3.20	328
Congestion at major intersections (Midvale Boulevard, Shorewood Boulevard, University Bay Drive/ Farley Avenue, etc.)	16.3% (55)	25.5% (86)	**29.1% (98)**	19.0% (64)	10.1% (34)	2.81	337
					answered question		**348**
					skipped question		**1**

5. Please prioritize the NEIGHBORHOOD TRANSPORTATION concerns associated with the University Avenue/ Campus Drive Corridor and the neighborhoods north and south of it.

	Major Concern		Agree it is an Issue		Not a Concern	Rating Average	Rating Count
Difficulty crossing University Avenue/Campus Drive for bicycles and pedestrians.	**45.9% (153)**	20.1% (67)	22.5% (75)	7.2% (24)	4.2% (14)	2.04	333
Missing east-west bicycle and pedestrian connections (for example between University Bay Drive and Shorewood Blvd)	**37.5% (124)**	21.8% (72)	24.2% (80)	9.4% (31)	7.3% (24)	2.27	331
Missing north-south bicycle and pedestrian connections (for example between the Southwest Path and the Blackhawk/West Campus Path)	**33.6% (111)**	20.0% (66)	26.4% (87)	12.1% (40)	7.9% (26)	2.41	330
Use of neighborhood on-street parking by daily commuters	**26.3% (88)**	19.1% (64)	25.1% (84)	15.5% (52)	14.0% (47)	2.72	335
Use of neighborhood streets to bypass congested roads or intersections (cut-through traffic)	**38.4% (128)**	18.6% (62)	21.3% (71)	14.7% (49)	6.9% (23)	2.33	333
					answered question		**345**
					skipped question		**4**

6. If you drive University Avenue/ Campus Drive regularly, please check all that apply:

	Response Percent	Response Count
I avoid University Avenue during rush hour by not driving during that period.	**43.1%**	**129**
I avoid University Avenue during rush hour by using local neighborhood streets.	30.4%	91
I choose to travel by foot, bike, or bus to avoid University Avenue traffic during rush hour	40.1%	120
I do not (or can't) avoid University Avenue during rush hour.	28.1%	84
	answered question	**299**
	skipped question	**50**

7. Please indicate your opinion regarding improvements to mobility along the University Avenue/Campus Drive corridor.

		Response Percent	Response Count
Modifications are not needed along University Avenue.		8.5%	28
Small modifications are needed along University Avenue to address growing congestion, maintain mobility, and manage impacts on adjacent neighborhoods.		**58.9%**	**195**
Major modifications are needed along University Avenue to address growing congestion, improve mobility, and reduce or reverse impacts on adjacent neighborhoods.		32.6%	108
		answered question	**331**
		skipped question	**18**

8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

	Response Count
	162
answered question	**162**
skipped question	**187**

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

1	Bicycles, pedestrians, transit, and green infrastructure for stormwater management should be the priority when planning this corridor.	May 27, 2013 10:03 AM
2	I'm really angry that it has taken the city so long to finally start doing something about this issue. Many near west side neighbors have been making a stink about this for years. Get it done so that it preserves the quality of life and the value of the near west side neighborhoods.	May 23, 2013 6:38 PM
3	The speed on Farley Ave. between University and Regent is still a major concern. Cars are using this as a through pass and constantly speed, especially during rush hour. The islands recently put in do not seem to slow traffic down, especially since there is also no vegetation planted on the island so that it could obstruct the view for drivers vision - encouraging them to slow down. It has been an unfinished, half-hearted attempt to silence the concerns of the neighborhood. NOTHING has changed - cars speed constantly. A speed board would be perhaps more effective. The islands have solved nothing.	May 23, 2013 4:53 PM
4	As a biker, i was hit by a car that ran a red light, university and hill drive. Everyday cars run red lights there and it is painful to watch.	May 7, 2013 11:12 AM
5	Our street is continuously being used by motorists to bypass the west bound Regent st/Midvale intersection light and drive at top speeds going north/south on S. Meadow Lane.	Apr 28, 2013 4:39 AM
6	University Avenue between shorewood entrance and univ bay drive needs major work. Suggestions include: rapid transit bus; repayment of roads; improved sidewalks and pedestrian scale lighting to promote walk ability; improved intersections for crossing bikes and pedestrian. West end of Regent neighborhood is a grid and rush hour is dangerous with high speed drivers cutting through the neighborhood. Recommendation to install more speed bumps; neighborhood signage; and create cul du sacs and dead end to some neighborhood roads to decrease pass though traffic.	Apr 26, 2013 6:22 AM
7	The recently replaced section starting at Hill St and heading west is wonderful. It would be great if that continued East, especially with respect to the wide bike lanes and sidewalks. Thanks!	Apr 24, 2013 7:18 AM
8	It is very difficult to cross University Ave. most of the time but especially during rush hour, and I especially worry about kids crossing U Ave.	Apr 22, 2013 2:44 PM
9	I live on N.Owen Dr.Car traffic too heavy because it's a shortcut. Speed excessive. Parking on both sides of street at Lucia crest a safety concern for children,etc.City needs to make the parking at the park 2 hour to increase safety and to ease congestion. Our neighborhood is being used as a parking garage by UW and state employees. step up to the plate city of madison before a child is killled or injured near the park.	Apr 21, 2013 5:45 PM
10	Dangerous pedestrian crossing at univ ave & farley. Need to limit the number of entry/exit points in regent neighborhood to help eliminate pass through traffic. Introduction of one-way streets to discourage pass through traffic. Speeding on Chamberlain Ave, during rush hour and failure to stop properly at Chamberlain and Farley caused several accidents over couple years.	Apr 21, 2013 5:00 PM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

11	Bluff St, N. Blackhawk Ave and Regent St are used to avoid University Ave during rush hour. We live on N.Blackhawk Ave and the disregard for the 4-way Stop is amazing. Vehicle speed and noise from the rush hour traffic is unacceptable-I wish it would change. Speed bumps? One-way traffic? Curved narrower streets? More boulevard in front of the homes with curvey sidewalks?	Apr 18, 2013 4:00 PM
12	I do not like to drive. I live close enough to campus to walk or bus most of the time. That also means higher housing costs for less amentities, but it has been worth it. The new Univ. Ave. improvements have helped as far as traffic and being able to cross the street, but traffic has obviously increased a lot in the 29 years I've lived in the neighborhood. Illegal parking is definitely an issue as I live on a round circle-Birge Terrace.	Apr 18, 2013 12:21 PM
13	Rush hour "cut through" on Regent, Blackhawk and Bluff Streets need to be monitored. East bound traffic on Regent often "cut the corner" onto Blackhawk nearly causing accidents. Many vehicles do not stop for the stop sign (three way stop) at Blackhawk and Bluff. Speeding is incredible on the residential streets.	Apr 17, 2013 12:14 PM
14	Better bike path connections to help bikers not have to ride on or cross major roadways would help traffic flow. Also, better light timing and longer turn arrows on to and off of University Ave would help traffic flow and people wouldn't feel the need to drive into the neighborhoods to bypass Univ. Ave.	Apr 16, 2013 2:14 PM
15	The west ward bike path on University Avenue is not safe. It is an unbelievably bad and unsafe design - can't believe who came up with that. Bicyclists must ride between buses on the right and trucks on the left. This is the single most important issue.	Apr 15, 2013 8:06 PM
16	Thanks for studying this. I live on Lucia Crest and understand University is a major arterial. Would like to see efficient use of University for automobile commuter traffic, and maintain pedestrian/bicycle paths and street crossings with safety in mind (maybe a bridge somewhere near ridge or hill st and university). Also, please consider a park and ride near DOT lot with train route to UW and downtown.	Apr 15, 2013 7:56 AM
17	Reduced lanes on Old University Ave. a major source of congestion. Railroad crossings major safety concerns, and major source of congestion. Speed bumps ineffectual and annoying	Apr 14, 2013 6:17 PM
18	Suggest speed bumps and signage on Harvey and Ridge Streets indicating to slow down and be aware of foot traffic and bikers. People bypassing University drive very fast on these streets, and with two lanes of street parking and no sidewalks this is very dangerous for pedestrians. Heavy food delivery vehicle traffic is a problem also, as well as occasional larger vehicles--even busses going down these streets.	Apr 13, 2013 8:53 PM
19	I used to live off a side street (mckinley) and cars flew by avoiding university Ave. It was often hard to be out walking any time of day ESP with the dog. We moved a few blocks over (renting before, now owning) to avoid such side street traffic. I live near hilldale mall, I suggest more stop signs nearby to slow traffic coming onto university (or from). It's like a speedway - still tough when I am out walking, but better than b McKinley. Also I am new to Madison, impressed by	Apr 13, 2013 4:30 PM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

	most of its bike paths, not by pedestrian life. Just added a baby to the family - so we go on walks a lot...traffic is noticed. Not sure I would like to stay long in Madison with congestion like this.	
20	University Ave isn't a highway it is a city street. Slow down traffic on University and on residential streets around it. Make more and better crossings.	Apr 10, 2013 10:31 AM
21	Traffic congestion is not a major problem along University. The biggest problem is the speed cars are driving and the lack of pedestrian and bicycle alternatives. We need better bike lanes along the corridor and better and safer pedestrian crossings with handicapped accessible lights.	Apr 10, 2013 10:23 AM
22	Other than no good north/south bike connection things actually move pretty well for a city this size	Apr 9, 2013 4:43 PM
23	It is of primary importance that any modifications along the University Avenue/Campus Drive corridor FIRST consider the impact on pedestrian and biking routes as well as improving accessibility for bikers and pedestrians. The current situation in which a large number of pedestrians and bikers do not have safe and sufficient infrastructure is not acceptable.	Apr 9, 2013 3:09 PM
24	What we really need is light-rail along the corridor. Also, I should say that I am large unaffected by this because I take the bike path to work every day. It isn't a problem for me to access the bike path from Highland Ave (I live in the 2500 block of Kendall). But improving that access for other bikers from other parts of the corridor should be a major priority.	Apr 9, 2013 1:11 PM
25	Over or under University Bay Drive bike trail crossing is needed for the safety of bikers and drivers.	Apr 8, 2013 9:55 AM
26	Ped/Bike crossing of University Ave. at Hilldale Shopping Center area is still cumbersome and needs a better solution at Midvale Blvd. or just west of there.	Apr 8, 2013 8:42 AM
27	Farley Ave is a major cut through street from the South(ie Regent Street, Speedway, etc). It is a narrow street with a lot of on street parking areas between the PED refuge islands. People fly down the hill having to weave back and forth around parked cars and the PED islands. These motorist only add to the congestion at the Farley/University interesection. The signalization at the intersection needs to be up dated to accomodate these added secondary road additions. Making a Left Hand turn from Farely to University can be difficult sometimes since it seems like the two roads are not in line and people are usually encroaching on the other sides turn area due to many pedestrians crossing the street. There are many PEDs crossing at this lcoation due to many hospital works living in the area, or many parking on side streets for the day to then walk to work. Bike path that comes from the campus area to the East just kinda dies/dead ends at the street across from Farley. Having a bus stop right at the Southwest corner adds to the sight issues for cars trying to make a right hand turn on red. Basically, many issues both larger and smaller that need to be addressed.	Apr 8, 2013 5:32 AM
28	RESIDENTIAL NEIGHBORHOODS MUST BE PROTECTED! Pass through traffic with pollution, noise, and high speeds are greatly affecting the quality of	Apr 7, 2013 2:27 PM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

	life in the Regent Neighborhood. To keep young families in our neighborhood there must be MAJOR MODIFICATIONS to traffic patterns in our area. There are neighbors who are talking about wanting NO right turns into residential Regent Neighborhood during rush hours. Shorewood Hills has limited entry and exits, but Regent neighborhood has multiple entries and exits. Simply limit them! Pedestrian and biking is becoming a hazard during rush hours with high speeds on narrow streets.	
29	I noticed yesterday that there is a significant east-west crack in the middle of University at Shorewood Blvd.	Apr 7, 2013 9:07 AM
30	Speed limits are consistently exceeded on the campus Drive portion.	Apr 7, 2013 8:11 AM
31	I'd like to see additional bus service (longer hours) of transit between UWHC area and Regent & Hill Farms areas (specifc, Rte 11 does not run during day, requiring use of car for nonscheduled hours)	Apr 7, 2013 6:57 AM
32	(Small?) modifications that would improve matters include better traffic signals at intersections along the study corridor. At this time no (major) construction work is warranted.	Apr 7, 2013 5:29 AM
33	Left turn signals on U.Ave @ Shorewood and Univ. Bay are too short. Perhaps a turn arrow both before and after green light?	Apr 7, 2013 4:52 AM
34	A bike route is needed to connect from Marshall Court (west of La Brioche) to University Bay Drive. Safer bike crossing is needed at University Bay Drive (this is a dangerous crossing) and at Highland Ave. The rest of the bike route is excellent.	Apr 6, 2013 8:56 PM
35	Need more sidewalks along University Ave.	Apr 6, 2013 7:58 PM
36	I'd like to see more pedestrian/bicycle overpasses and tunnels under and/or over University Ave. Also, build on and off ramps for bicycles to conect to Park St. from the rail corridor bicycle trail.	Apr 6, 2013 7:41 PM
37	turning L onto U Ave is difficult when there's no intersection. I avoid this by travelling a side street until there is a light, which is very easy to do . it's not possible to put a light everywhere. it works fine this way. a short L arrow on Hill street woudl be useful bc ppl like to turn into Whole Foods	Apr 6, 2013 5:29 PM
38	The absolute biggest problem in my area is Harvey Street... A narrow, residential, tightly parked on side street that definitely CANNOT handle the traffic it takes.	Apr 6, 2013 5:24 PM
39	Motorists completely disregard pedestrian rights in crosswalks across all of the City of Madison with little to know meaningful police enforcement.	Apr 6, 2013 4:07 PM
40	Please eliminate or significantly reduce commuter park-and-ride vehicles on streets in the adjacent neighborhood areas east of Midvale Boulevard and south of University Avenue. To reduce free commuter parking on neighborhood streets, install signage on both sides of the streets consistently reading >2-hour parking only, 8am to 6pm<, or, >No parking, 8am to 6pm<. To accommodate the	Apr 6, 2013 3:36 PM

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	resulting and increasing number of park-and-ride vehicles, build landscaped public parking ramps along the University Avenue and/or Midvale Boulevard corridors, featuring underground parking, elevator access to all levels, and seasonal park-and-ride passes at reasonable fees. Thank you for your attention.	
41	Going westward, the traffic signal at the Ridge-University intersection does not turn green for those turning left onto Ridge-- this is a confusing and potentially dangerous situation. Despite the addition of lights, the intersection remains dangerous for pedestrians/bikes crossing University-- for example, cars regularly speed across even as the lights turn red. In general, cars are traveling at speeds too high for pedestrians to feel safe while crossing. This area needs a north-south walk-over for pedestrians, including children and elderly, to feel safe while crossing University Avenue, just like the one going across old University.	Apr 6, 2013 2:24 PM
42	Car parking by West High students creates extremely limited on street parking options. It would be great if students were required to take public transporatation, bike or walk. Between 8 AM & 4 PM it's almost impossible to park on streets south of the school.	Apr 6, 2013 8:09 AM
43	seperate bike lanes or paths for bikes would be good.	Apr 5, 2013 8:02 PM
44	Major pedestrian crossings from segoe to Farley as well those on Midvale b/w regent and university need to have greater setbacks for cars to stop, shark teeth paving, and signage at the appropriate places to protect and encourage bike led use and safety while maintaining traffic flow.	Apr 5, 2013 11:59 AM
45	Major modifications are needed in mode of transportation. Forward thinking, air quality and quality of life would be greatly improved along this corridor and beyond by the introduction of driving disincentives and mass transit incentives (rapid bus, lightrail, ride-share, park-and-ride, etc). Thank you for your work.	Apr 5, 2013 11:44 AM
46	I commute to work by bike in the spring, summer, and fall. I often take Franklin up and over to Speedway and then down Glenway to the bike path. I've noticed that there is a lot of car traffic taking up the neighborhood street and many folks get aggressive at the 3 way stop and often speed off. I also notice this in my car as well when driving to work. There are many cars that don't stop and wait for pedestrians crossing near the cemetery, which is concerning with the high school being so close by. Trying to cross Speedway by foot or by bike is also very scary as the vehicles coming from the east are driving on an incline and often speeding. Cars from the west often turn onto Franklin, but don't allow space for the cars or pedestrians on Franklin and cut in too close for comfort. I've almost been hit by vehicles while in my car and on my bike because of the carelessness. Another issue is that when waiting to cross Speedway, the buses drive so close to the curb that you get scolded for waiting in the crosswalk as they get so close that they almost hit pedestrians waiting to cross over. Alleviating some of the congestion on University will hopefully fix some of these issues, but also creating a better way for pedestrians to safely travel near Franklin and Speedway will help as well.	Apr 5, 2013 11:39 AM
47	I would like to see redevelopment and infill along University, from Farley to Midvale, up to 5 or 6 stories. But I am concerned about the impact on University Ave. congestion and neighborhood street function (especially Harvey St.). I'm	Apr 5, 2013 7:28 AM

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	hoping this study can identify strategies to manage transportation needs such that higher-density infill can be approved.	
48	Would love to see continuous bike path from downtown to Middleton!	Apr 5, 2013 6:35 AM
49	better coordination of traffic lights would address many problems during peak times.	Apr 5, 2013 6:31 AM
50	#1 priority: Need to provide incentives/disincentives to get people out of their cars and using alternative modes of transit. Light rail, free buses, connected and clear bike routes would help plan for future growth. This plan should NOT have as its #1 priority making auto transit easier. Strongly oppose options that make it easier and more enjoyable for a single-occupied commuter vehicles to enjoy a quick and cheap ride to work. The UW needs to do more to discourage employees from each driving their own cars due to ease of travel and relatively cheap parking. Let's do something innovative, exciting and looks to the future - especially dealing with the negative impacts of climate change. http://en.wikipedia.org/wiki/Hasselt	Apr 5, 2013 5:13 AM
51	Question number 2 does not allow for multiple places of employment. I work in different locations on different days and take the bus to all of them. They are outside of the map area, Area D (West Madison/Middleton), and Area C (Greater Regent Neigborhood) area. I am also a daily pedestrian, and I find it difficult to cross University Ave., even at a traffic light due to the high speeds of cars, lack of attention to pedestrians, and turning vehicles. Walking on the side streets is a problem due to the high volume of traffic seeking to avoid the University Ave. congestion.	Apr 4, 2013 7:46 PM
52	NO ROUNDABOUTS PLEASE but full pull-over areas for buses and turn lanes would be helpful.	Apr 4, 2013 7:41 PM
53	Madison has a very short rush hour compared to other cities I've been in and, although it may grow in the future, at this point I don't think much is needed in the way of modifications	Apr 4, 2013 7:07 PM
54	Create a University Avenue ciclovía modeled after Bogotá, Columbia	Apr 4, 2013 6:42 PM
55	Left turn arrows into Shorewood off of University Avenue are too short and/or sensor driven. They should always be available regardless of cars at turn and average 8 seconds seconds rather 5 or less.	Apr 4, 2013 6:23 PM
56	Univ. Ave was redone but no under/overpass for pedestrians. Better bike access; still too many commuters parking in Neighborhood; need solution to allow for city services on these streets, other than daily parking restrictions and residential permits.	Apr 4, 2013 4:57 PM
57	I do not travel this daily since I use Monroe/Regent corridor to cross the Isthmus either by bike or personal vehicle. When I do have to travel the corridor of study I find it stress-full (both by car and bike).	Apr 4, 2013 2:48 PM
58	About bicycle access on University: the path that a bike takes when they are going west on University and want to get to Old University requires crossing two	Apr 4, 2013 2:32 PM

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	lanes of fast-flowing, through motor traffic, moving in the same direction. I don't know if there is a good way to solve this. The western bike path that goes past the hospitals needs a better trail connection between University Bay and Marshall Ct, hopefully very close to the railroad ROW. It is pretty treacherous trying to bike Marshall Ct. with all the parking and moving cars about.	
59	An individual bike path or 2-lane path alongside Campus Drive would be a beautiful thing. Separated by a concrete median, like on University Ave., but with 2-way lanes, and possibly a thicker/taller median.	Apr 4, 2013 2:28 PM
60	Make this a complete street, with BRT and segregated/separated bike lanes (e.g. a curb, rail, or other obstacle between car lanes and bike lanes), slower speed, and pedestrian improvements (e.g. wider sidewalks, safer ways to cross Univ. Ave. etc.). The intersection at Univ & Shorewood Blvd/Ridge St. is EXTREMELY dangerous for pedestrians due to left turning cars driving through the intersection WHILE pedestrians are in the crosswalks.	Apr 4, 2013 2:24 PM
61	The intersection at University Avenue and Hill St/Shorewood Blvd is a nightmare for pedestrians. Vehicles rarely yield to pedestrian right of way, and are often traveling very fast. There are several people in my neighborhood, including my wife, who have nearly been struck by cars here while crossing the street with the walk sign. Pleas Address this issue!! Thanks!	Apr 4, 2013 2:13 PM
62	Our focus should be on providing real options to travel by motorized vehicle. That means bikes, our own two feet, and motor vehicles. But I feel the first two have been neglected in favor of the third for far too long.	Apr 4, 2013 2:10 PM
63	An underpass for bicycles at the intersection of Monroe and Regent would make sense.	Apr 4, 2013 2:10 PM
64	This survey addresses many relevant concerns related to living in this neighborhood. I want to highlight that my primary concern is related to safely crossing University Ave, even at crosswalks with signals. I gave up crossing at non-signal crosswalks after about a year (this is impossible during heavy traffic times; cars do NOT stop for pedestrians) and spend extra time to walk to a signal - however, even there cars rarely if ever yield and I have been nearly hit many times at the crossing near Blackhawk and University Ave.	Apr 4, 2013 1:58 PM
65	Increase connectivity for bicycling!	Apr 4, 2013 1:44 PM
66	Lights on the Cap trail bike path would be awesome.	Apr 4, 2013 1:40 PM
67	Generally my commute is pretty safe and reliable as a bike commuter. But, my route from Regent & Whitney to downtown has two areas of concern: 1) The intersection at Eau Claire and Sheboygan where the bike path begins is problematic and dangerous. It takes a long time to cross and cars move very quickly there. 2) There is no good connection between the bike path connected from Purdue street to the campus drive path. Currently I bike on Marshall Ct and take a right onto university bay to hit the path, but the traffic at university bay and the number of cars parking and backing out of parking means it is somewhat dangerous. Thank you	Apr 4, 2013 1:37 PM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

68	Crossing University as a pedestrian at corner of Hill Street and University (by Whole Foods) is treacherous. Cars that are turning onto University from side-streets almost never yield to pedestrians, even with a baby stroller or small kids holding hands when peds. have the right of way. It's a really dangerous intersection for the many school children walking to Shorewood and families walking to and from the Shorewood pool.	Apr 4, 2013 1:35 PM
69	My greatest concern of all is the traffic on Monroe Street. All the drivers exceed the speed limit, they change lanes aggressively and in the intersections if a car in front of them is turning left, and hardly any cars yield for pedestrians crossing the street. Please consider adding traffic lights at Knickerbocker and Harrison Street to slow down the traffic, or consider a center turn lane/one traffic lane each way/bike lane in each direction like what is planned for Sherman Avenue..	Apr 4, 2013 1:34 PM
70	prioritize pedestrian/bicycle safety	Apr 4, 2013 1:06 PM
71	Need to improve bicycle and pedestrian safety at Farley and University.	Apr 4, 2013 11:44 AM
72	Questions 6 and 7 aren't well worded. On 6, I drive it in rush hour just like any other time. It's not that big a deal. On 7, we don't need modifications to move more cars, but we do need to improve safety for for those trying to get through the area on foot or bike.	Apr 4, 2013 11:43 AM
73	University ave is a perfect place for high volumes of car traffic and it should not be diverted to other corridors. Univ. ave and Campus drive do need continued improvements for bicycles and pedestrians to move safely to all stores and destinations on and around this area. A big road like this requires more safety for vulnerable road users.	Apr 4, 2013 11:35 AM
74	The major issues to me are improving alternatives to driving alone during peak times. Trying to reduce congestion is a losing battle. Just give people better choices to walk/bike/bus safer and faster, and let people that chose to drive deal with their choices. Take away a lane of through traffic and give it to BRT. Reduce speed on Univ Ave west of Farley. 35 is too fast.	Apr 4, 2013 11:19 AM
75	Bike lanes on University Ave between Whitney Way and Campus are of dubious use for MOST bikers. Focus should be on providing and MAINTAINING year round East-West corridors on both sides of University (ie improve Campus through Shorewood connection by completing sections and eliminating jogs/bends; Kendal/Bluff need to be maintained, Bluff St is almost unbikeable and unsafe due to surface conditions and cut through traffic.)	Apr 4, 2013 11:17 AM
76	My neighborhood is used frequently by people who are trying to avoid U. Ave. This is causing pressure for pedestrian improvements (sidewalks)which would result in the loss of my 250 year old oak, and others in the neighborhood. I consider this particular solution completely unacceptable, and I support any creative pedestrian improvements that DO NOT involve the installation of sidewalks (1-way streets, "walking zones", restricting access to/from University, etc - anything but destroying the trees which are an important part of our neighborhood).	Apr 4, 2013 10:20 AM
77	I lived in Milwaukee for years. the rush hour congestion is not that bad for autos.	Apr 4, 2013 9:31 AM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.		
	more problems for bikes and pedestrians	
78	Major changes that require substantial acquisition of property are not needed, and would be detrimental to the area if implemented. Instead, it is better to make a series of smaller improvements that facilitate walking, redevelopment, and use of transit/bikes.	Apr 4, 2013 6:47 AM
79	#7: depending on what modifications are decided upon--it would be too bad if the whole area were torn up and unusable by almost anybody...	Apr 3, 2013 11:27 PM
80	I wish there were more choices in the avoid/don't avoid univ ave question. I avoid it unless I am commuting to or from work. For optional activities I try to do errands at other times. I am lucky to have a reverse commute--mostly against traffic. However, Middleton is getting more and more built up. The notion of a reverse commute is going to become quaint some time in the future.	Apr 3, 2013 9:56 PM
81	I haven't really studied this - by good fortune I do not need to cross University Ave to get to work. However when I need to and when it is crowded, or when I want to bike somewhere then it is troublesome. So modifications would be great - need to see proposals to weigh in on whether small or major (or somewhere in between) modifications would be needed to mitigate. Driving itself isn't too bad except rush hours but for cyclists & pedestrians it's pretty unfriendly. And crossing is a problem for everyone, and most of the time.	Apr 3, 2013 8:23 PM
82	With increasing population, additions of high density housing and workplace nodes, and chronic air quality impairments, Madison needs to stop stuffing more and more cars and diesel buses through the Campus Drive/Isthmus choke point. It's time for rail transit and a system of neighborhood circulator busses buses to shuttle commuters to the nearest rail stop. Park-and-Train lots or ramps can be built in Middleton, East Madison and SUn Prairie for rail commuters. Cars and diesel busses are harming children's health and impairing the health of adults. This problem can be greatly reduced with strict reductions and limitations on the number of commuter parking spaces in the study area, with people making use of electronic communications to organize ride sharing on a massive scale. Commuter traffic could be cut by 30% to 50% below current levels with no cost whatsoever. I organized a summer job ride-share group when I was 17, using a rotary phone. Surely Madison's highly educated and connected workforce can match that with smart phones, GPS, GIS and social media. Spending millions to make it possible to cram more cars trough intersections is only going to worsen the overall problems of congestion, delay and health damage to air-breathing mammals.	Apr 3, 2013 8:15 PM
83	Crossing University to west campus from Randall, Breese as cyclist or pedestrian is unsafe. There are many people getting off of the bus at these stops as well. The bus stops and pedestrian crossing at University to Union South and WID at Randall is EXTREMELY poorly designed. There should be a bus stop there at Randall, and it was taken out when WID was built. This doesn't make sense - Union South was supposed to be multi-modal.	Apr 3, 2013 7:30 PM
84	Buses stopping along University Avenue are a major source of traffic back up and driver frustration during the morning rush hour (going in bound). There is nowhere for the buses to pull off to avoid blocking traffic.	Apr 3, 2013 6:53 PM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

85	For the past 10 years I have thought the Campus Drive path from UW campus going West is a PERFECT area to use ART to make this a more enjoyable route. It is an open stretch. It could have beautiful, colorful flags up above; use of GREEN concrete, environmentally friendly colors. It could be a showcase of art and creativity to make drivers feel more patient with traffic and enjoy their trek. It is a stark stretch otherwise. Perfect way to involve community ideas for artistic expression, and beautify our city!	Apr 3, 2013 6:14 PM
86	Question #6 is TOTALLY slanted! No attempt at objectivity. Apparently you already have determined the outcome.	Apr 3, 2013 5:46 PM
87	How about some pedestrian overhead walkways that don't look uugly? One East of US Bank (near Midvale); one near Target, one at Farley and one at the Sarko Building/Shorewood tennis court area. But don't make them if they look bad.	Apr 3, 2013 5:28 PM
88	My concern is not any difficulty driving on University Avenue, but rather commuter parking and cut-throughs in neighborhood streets, as well as ped and bike crossings.	Apr 3, 2013 3:12 PM
89	Thank you for gathering data and ideas!	Apr 3, 2013 11:05 AM
90	If a Westside Park & Ride lot was made in the field next to the West Transfer Point, commuters could park their cars and ride to their jobs and/or schools. This would greatly reduce traffic to and from downtown.	Apr 3, 2013 10:51 AM
91	Cars rule and have plenty of space as it is. University Avenue is a river of metal - loud, intimidating and polluting. Soft traffic, bikers and pedestrians, need our attention now. How to make the corridor less hostile to these two groups is the main issue!	Apr 3, 2013 10:06 AM
92	Pedestrian and bicyclist safety is by far my most high priority concern.	Apr 3, 2013 8:59 AM
93	We need red light cameras at Midvale and University to catch westbound University Ave. drivers who turn southbound on to Midvale Blvd and run the red light. I walk there frequently and it happens all the time.	Apr 3, 2013 8:54 AM
94	It would be wonderful to drastically reduce the Mon-Fri east-west cut through commuter traffic on Stevens Street.	Apr 3, 2013 8:36 AM
95	People go down old University Ave to avoid rush hour. Old University backs up & they then go down side streets, e.g. Kendall Ave. - bad situation.	Apr 3, 2013 4:53 AM
96	I hope that some more traffic calming structures and traffic signs can be utilized on some of the side streets in the area. I see some key bike path connections as an important way of reducing overall congestion and improving safety, some innovative engineering may be needed to construct some of these links. Crossing the railroad tracks with a bike path near Franklin Avenue may be a possible solution for the challenges associated with that bike path link. Finding ways of improving pedestrian safety in the area of Univ. Ave./Franklin Ave./Shepard Terrace seems important to me too. Especially as it pertains to the often blind alleys in this area. These alleys are often made more dangerous by illegal parking here. Franklin Avenue has become a high-speed thoroughfare	Apr 3, 2013 12:44 AM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

	between Univ. Ave. and Regent Street/Speedway. Some more signage, enforcement and perhaps more islands could be helpful.	
97	I cross Old University to get to the hospital/Pharmacy School at least a couple of times a week. Crossing during rush hour is hazardous, as motorists are eager to get home and less courteous. This is even at stop lights with walk signals (ie. Walnut St coming from the Observatory). Perhaps changing the light so pedestrians can cross before motor vehicle traffic is able to turn left from Walnut onto University would alleviate some of the hazard. I hate to suggest a foot bridge, as it might be ugly, but it would help in between lights when cars can accelerate and have no reason to stop. Stop signs periodically through University would be good during rush hour, but a pain the rest of the time when there is little traffic.	Apr 2, 2013 10:05 PM
98	I would strongly favor any improvements to pedestrian crossings and safety. Installing lights that are activated rather quickly by pedestrians to allow crossing. I have seen these in Victoria Canada and like them alot.	Apr 2, 2013 8:32 PM
99	Turning left onto Ridge Street from University Ave. (when driving west on Univ.) is a major problem since the recent renovation of that intersection without a green left turn arrow. Drivers become desperate and it is hard then to wait for walkers to cross when it is their only chance to go before another major wave of traffic comes. When oncoming traffic has a red light, so does the left-turn person and when oncoming traffic turns green the left-turn person has a flashing yellow but can almost never get across before it turns red again.	Apr 2, 2013 8:14 PM
100	With travel to/from UW, state government buildings from local areas, University Avenue is a massive corridor. The light just East of the split between Campus and University (near Engineering building, I think; near railroad crossing on University) could be better managed by a pedestrian over- or underpass - stopping traffic so soon after a light (stoplights within 100 yards both East and West of that) creates more traffic congestion.	Apr 2, 2013 8:14 PM
101	I am not sure wether they are doing so to avoid the university ave corridor, but people travel Edgewood and Allen at high speed during rush hour times.	Apr 2, 2013 8:03 PM
102	I am a biker first, pedestrian second, and motorist third. Therefore i think connecting up the bike paths is the primary concern, and improving pedestrian connectivity to businesses along the corridor is my secondary concern.	Apr 2, 2013 7:59 PM
103	Cut-through traffic -- it's volume during rush hours, and it's recklessness on off hours -- is my biggest concern. If University Ave traffic was not as daunting, commuters would use that route.	Apr 2, 2013 7:38 PM
104	Bus-Rapid Transit (BRT) should be implemented in the corridor (and other TOD-appropriate corridors in Madison such as Park Street) to reduce vehicle miles traveled and congestion, while providing a more reliable and convenient alternative to the existing Madison Metro Bus service. There is also inadequate evening bus service along (Old) University Avenue and Campus Drive after 6 pm. High Performance ("green street") infrastructure that manages stormwater runoff through infiltration into the aquifer should also be included in the corridor's streetscape redevelopment to reduce runoff into lakes.	Apr 2, 2013 7:11 PM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

105	The proposed new building at the S.E. corner of University Av. and Farley- where Scooter U is located- will create a hazard at the intersection. It will be too close to the streets, so will block the view of pedestrians and bicycles travelling north on Farley in the street or on the sidewalk, who won't be able to see bikes and pedestrians travelling west on the sidewalk, toward the intersection. This building should be sited further back from the intersection to allow better visibility.	Apr 2, 2013 7:06 PM
106	Traffic through neighborhood streets is often at high speeds, especially on our street, Chamberlain Ave	Apr 2, 2013 6:36 PM
107	Madison Metro needs to be involved in the transit planning. It is also hoped that planners help make this a walkable/bikeable/mass-transit neighborhood and provide mass transit routes within the neighborhood, not just to-from downtown.	Apr 2, 2013 5:52 PM
108	Increased enforcement actions against bicyclists who ignore traffic rules would help! No islands. No roundabouts.	Apr 2, 2013 3:54 PM
109	I like to see at least 4 busses each hour on Old University. Shut down all left turns on non-signaled intersections.	Apr 2, 2013 3:06 PM
110	There is a need to protect and prioritize neighborhood integrity from increasing traffic. The University Ave intersection with Farley/university bay needs a major overhaul with significant improvements for pedestrian and bike safety. Additionally, many cars make a right turn on red at Farley to avoid stopping for the light. I would highly recommend limiting right turns on red from Univ Ave in order to prevent excessive cut through traffic in the neighborhood going east. Speed bumps on side streets and demarcation of regent neighborhood with signage (esp near Farley and Stevens street) will also increase driver awareness and hopefully decrease speeds.	Apr 2, 2013 2:49 PM
111	Due to Kendall Avenue becoming a bike lane several years ago, the 2700 block of Stevens St. is used from 7-9 AM and 4-6 PM and causes extreme amounts of traffic. Speed is excessive and cars travel at these speeds next to Stevens Street Park. There is also a huge problem with people using this block of Stevens St. and many surrounding streets to park all day and then walk to work at UW Hospital, VA Hospital, etc. Very seldom are these cars ticketed. Something needs to be done to alleviate vehicles using neighborhood streets to commute to and from work.	Apr 2, 2013 2:19 PM
112	I don't believe it is a good use of public funds to invest heavily in accommodating current or increased levels of vehicular traffic through the study area. I would support initiatives that increase public, bike and pedestrian transport modes. I would also support public policies that incentivize individuals to live in close proximity to their work and any others that are deemed effective at reducing traffic volume through the study area.	Apr 2, 2013 2:05 PM
113	I use local streets more since recent modifications have made University Ave. more congested and difficult to drive. Four lanes Highland to Allen would help a lot.	Apr 2, 2013 1:40 PM
114	Other factors besides just the physical corridor need to be considered. Changes	Apr 2, 2013 12:54 PM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

	to who uses the corridor and when need to be addressed such as changing workday start and end times so they are more staggered. What portion of commuters work for large institutions--hospitals, govt and university--that could have it within their power to shift the workday of a large portion of their workforce?	
115	I actually choose not to bike from my neighborhood across Univ Ave because of the traffic. It feels too dangerous.	Apr 2, 2013 12:49 PM
116	My main concern is that a sidewalk is needed on the east side of University Bay Drive between Campus Drive and UW Hospital, before some pedestrian gets killed walking on the street.	Apr 2, 2013 12:44 PM
117	Use of side streets as a detour is a major problem because of driver frustration. Even though they have exited U. Ave., they feel they need to make the same time and speed. Violations @ stop signs and of speed limits is VERY hazardous to pedestrians, children playing and bicycles.	Apr 2, 2013 12:42 PM
118	Running red lights and otherwise failing to yield (to other cars, bikes, peds) is a major problem at all of these intersections. Also, Shorewood Hills fails to maintain good signage for SB University Bay traffic turning left onto Campus Dr (perpetually faded street paint only, no overhead sign). Confusion reigns.	Apr 2, 2013 12:41 PM
119	Side street parking by commuters creates problems with residents and their quiet possession of their property.	Apr 2, 2013 12:21 PM
120	Commuter traffic parking in neighborhood is major issue and growing. Also, volume of cut through traffic and their speed and attentiveness is an issue. Finally, UW Hospital employees turn left from Franklin onto University Avenue wait until ALL lanes are clear to turn so they can cross all four lanes of University to turn left onto University Bay Drive, which blocks Franklin. This isn't safe or courteous. Finally, while the employment at the UW medical campus is growing and good, what are they doing to mitigate traffic and parking issues for the surrounding neighborhoods?	Apr 2, 2013 11:46 AM
121	I'd like to see the aesthetics of the University Ave from Campus Dr. to Midvale improved: more trees, vegetation. Anything to improve bike access and commuting is much appreciated.	Apr 2, 2013 10:56 AM
122	#7 --Is adding a bike lane to U Ave 'small' or 'major'? Putting a bike path along U Ave would help remove one big concern I have about potentially fatal conflicts with vehicles. There are still bikes traveling from Hilldale, or even further out, down toward Madison on U Ave. This is really dangerous! The biggest motor vehicle problem is people racing through red lights! I see this DAILY at intersections, and have seen accidents because of it. This is more a policing issue than a road construction issue.	Apr 2, 2013 10:45 AM
123	It's hard to avoid University Ave. Trying to cross lanes from a side street is difficult. I typically use Highland to avoid this issue.	Apr 2, 2013 10:37 AM
124	Does it matter what I think?	Apr 2, 2013 9:24 AM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

125	I travel only by bus and find the U Ave. corridor extremely difficult to navigate as a pedestrian. There are too few crossings for pedestrians between Highland Ave. and Midvale Blvd. This last winter the street was plowed after the storms but snow wasn't cleared from crossing points, even at lights. There need to be MORE crossing points for walkers.	Apr 2, 2013 9:00 AM
126	Please don't address concerns by adding further impediments to traffic flow (new lights, stops, lane restrictions)--in my experiences this actually increases driver aggression, which is the only danger on this route. Thanks.	Apr 2, 2013 8:46 AM
127	The intersection of University Avenue and University Bay Drive is PARTICULARLY DIFFICULT for pedestrians. I would walk to work more often if this wasn't such a problem. The bike path parallel to University Avenue has an outrageously bad crossing of University Bay Drive, which is especially bad at rush hour. Heading west, the bike path ends at University Bay Drive and bikes are supposed use Marshall Court to continue west. But there's a steady stream of cars heading down University Bay Drive toward University Avenue during the pm rush hour, it's very, very difficult for cars heading east on Marshall Ct to turn left or right onto University Bay Drive since cars on UBD often block the intersection when the light at Univ. Ave. is red, and then bikes have a very difficult time trying to pass through this intersection.	Apr 2, 2013 8:45 AM
128	A major thoroughfare will, by nature, be congested during busy travel times. I would much rather see increased and expanded bus and bus rapid transit offered on the corridor than a bunch of left turn lane and left signal 'fixes' that will not do anything to reduce congestion. We also need to improve the ability of pedestrians to cross safely at intersections. I also think speeding and red light running are major concerns based on the traffic studies we have done at the Farley and university ave intersections. The aesthetics of the corridor -- the poor landscaping (or lack of it), the unsightly jumble of signage, etc. -- lends to the sense that this corridor is not actually part of a neighborhood, but rather just a place to pass through quickly to another destination. This adds to the problems of speeding, unsafe and discourteous driving, etc. The fixes to this corridor need to address and improve the aesthetics that tie it to the adjacent neighborhoods, as well.	Apr 2, 2013 8:36 AM
129	A north south bike way would be helpful	Apr 2, 2013 8:27 AM
130	(a) Shorewood is increasing congestion at U Bay Drive/University intersection as redevelopment occurs at Doctor's Park, without providing for inter-connectivity of streets within the village. By intentional village policies, there are no secondary routes within the village - an issue that begs to be addressed. (b) Farley/UBay Drive intersection has ped-bike-vehicular conflicts that are not helped by the current geometry and signal timing (and left-turn signal onto Farley from Univ westbound rarely works, no space on the median for peds/bikes to safely land as lights change, etc.). Stacking results on the side streets as left- and right-turning vehicles onto University yield (sometimes!) to peds and bikes, especially during commute hours. Original proposals such as grade-separation were dismissed due to cost, land requirements and water table. But what about a ped and bike overpass at Farley (instead of the proposed dentist office), or providing additional north-south access points by turning Campus Drive into a divided blvd, extending existing stub-end streets and reducing the speed limit. (c) Part of the	Apr 2, 2013 8:25 AM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

	speeding issue is due to the mile-long "freeway" aspect of Campus Drive as drivers choose not to slow down east of Breeze or west of Farley.	
131	Left turning drivers are often turning after the light has turned red which slows down oncoming traffic. Need longer arrows perhaps at the major intersections? I often commute "against" traffic. It seems like there is more incoming (East bound) in the morning and more outgoing in the afternoon and I travel the opposite.	Apr 2, 2013 8:21 AM
132	For safety, I would recommend disallowing left turns onto University where there is no traffic light, at least from 7:00am to 7pm, between Farley Avenue and Segoe.	Apr 2, 2013 8:03 AM
133	Definition of 'small' and 'major' are open to interpretation. Something should be done. I avoid Highland Ave during rush hour. It is difficult to get to Univ Ave from left turn off Highland and then merge during rush hour.	Apr 2, 2013 7:36 AM
134	Pedestrian crossing is difficult at the University Bay Drive intersection. My kindergarten age child has a hard time getting all the way across the street in the time set for the traffic signals. It must be nearly impossible for a person with physical disabilities to get across the intersection in time.	Apr 2, 2013 7:32 AM
135	Perhaps the impact of added cars/bikes/walkers should be taken into account every time a developer or UW want to add housing or lab space. We're headed toward gridlock. Another thought would be to stagger start/end times for workdays at UW Hospitals and other campus businesses.	Apr 2, 2013 7:15 AM
136	Apartments should provide parking for residents and not allow apt dwellers to get street parking stickers	Apr 2, 2013 7:14 AM
137	I'm retired and slightly disabled. For 20 years before that I biked to work within area C and also for errands. Walked in winter. On bike I always avoided University Ave and used stop-lighted crossings (eg Farley ST) and lesser roads to ge to bank, post office etc. Biking routes have gotten much worse and the congestion discourages commuter bikers like my son and daughter .	Apr 2, 2013 7:12 AM
138	We need left turn signals at every stop sign. We need,flashing red,stop,sign, on speedway and highland We need park and rides for UW staff who park in the neighborhood to cut down on the traffic on speedway. Stop parking a cars lengh from the corners .	Apr 2, 2013 7:11 AM
139	Pedestrian overpass at University Bay drive seems appropriate to remove dangerous ped crossing	Apr 2, 2013 7:05 AM
140	parking is limited	Apr 2, 2013 7:05 AM
141	Please explore possibilities for commuter rail and improved bike connections through Shorewood and from UW hospital to the SW path.	Apr 2, 2013 7:03 AM
142	My family has paid a premium to live in a walkable neighborhood, a fact that is reinforced annually with our relatively steep property taxes. We'd appreciate the City focusing on pedestrian and cycling improvements rather than catering to	Apr 2, 2013 7:02 AM

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	dangerous and polluting autos. I want to see more connections between bike paths and enforcement of existing traffic laws. We have a great bus system and that should be promoted, as well. Thanks!	
143	We chose to live near a vibrant university where I also happen to work. I never planned to bike, too much traffic, because I recognized that it's unrealistic to expect there to be little to no traffic associated with a university and a major route through town. Likewise workers driving through the neighborhood is to be expected, given our location. the neighborhood comes out as smug & pretentious.	Apr 2, 2013 6:59 AM
144	Visibility for pedestrians and cars trying to cross major cross streets (like Highland and Farley) from side streets is also a HUGE problem. Cars parked too close to intersections block sight lines. You can't see a car speeding up or down Highland until it's on top of you. And cars coming up Highland at hospital shift changes DON"T stop for pedestrians. Can't we just make the "no parking" area around these intersections wider -- a no-cost solution.	Apr 2, 2013 6:48 AM
145	I think the answer isn't modifications to the corridor but to develop ways to limit the daily commuting of people to/from Middleton and the University.	Apr 2, 2013 6:37 AM
146	University Avenue is a major arterial. My level of service expectations are based on the higher functional classification of this roadway. I don't expect unimpeded left turn movements, uncongested intersections, etc. along this corridor. The best improvement to University Avenue would be installation of bus bays, so buses can turn out of travel lanes and wouldn't shut down one-third of capacity (the outside lane). This also creates backups at key intersections such as Midvale Blvd. My major infrastructure concern is the pavement - hopefully it will obtain its full useful life and we won't have any more contractor performance issues when the pavement is replaced the next time. The costs, congestion and lost business activity during construction necessitates long-term solutions. My major safety concern is that MPD does not enforce the "no stopping/standing/parking" rules on University Avenue. Semi trucks are parking in the outside travel lane in front of Fuzzzy's Tacos/Star Bucks and also at IHOP, unloading cargo for these establishments. This is a very unsafe situtation and should be policed before a tragedy occurs!	Apr 2, 2013 6:24 AM
147	It would be helpful if there were a bus route that went from the Regent neighborhood to UW Hospital. Buses go frequently to campus but not to the Hospital.	Apr 2, 2013 6:15 AM
148	Pedestrian safety and better walkways need to be improved along University Avenue. Congestion is not an issue.	Apr 2, 2013 6:15 AM
149	People regularly run through the red light at the corner of Farley and U Ave -- it scares me.	Apr 2, 2013 6:09 AM
150	Need for shopping areas near University and Midvale to share some of their space. When Hilldale Mall banned parking for commuters, I had to use neighborhood streets. No other option.	Apr 2, 2013 6:03 AM
151	I don't know how to reduce the number of cars on U-Ave. Perhaps it is time to	Apr 2, 2013 6:01 AM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.		
	resurrect the light rain proposal,	
152	Please prioritize bicycle, pedestrian, and transit users for improvements along this corridor. A few ideas: Bicycles: a dedicated cycle track or grade separated bike lanes Peds: Wider sidewalks and better crossing facilities Transit: Dedicated bus lane	Apr 2, 2013 5:58 AM
153	Congestion around west high is excessive , way to much individual car travel both students and parents. Also school parking in neighborhood a huge problem.	Apr 2, 2013 5:45 AM
154	I travel to Whole Foods and at other times to Old Middleton Road 4-5 x per week	Apr 2, 2013 5:43 AM
155	Getting drivers to actually yield to pedestrians in marked crosswalks (like the nice new zebra-stripe crossing at Univ & Blackhawk) would be very useful (to put it mildly!!!)	Apr 2, 2013 5:37 AM
156	The new left turn pedestrian islands are dangerous for traffic and would better serve everyone with a normal light pattern and no flashing yellow . It is fine for those initiated but I see a lot of confusion at these intersections. Thanks	Apr 2, 2013 5:16 AM
157	Light at Ridge & University needs to be changed to include turning west from Ridge. This inability has led to huge increases in traffic from Ridge to Hill Street's light along streets not designed to handle this diverted traffic.	Apr 1, 2013 8:52 PM
158	I have lived in the area for over 20 years and have learned to negotiate the bottle-necks and use lighted intersections to get on and off University Ave.	Apr 1, 2013 7:01 PM
159	If zoning changes go into affect major changes will need to the corridor	Apr 1, 2013 5:51 PM
160	The signal at University and Ridge has always struck me as oddly programmed. This stops traffic sometimes when no pedestrian is trying to cross and no car is attempting to turn. It is also very difficult to turn left from University westbound onto either Ridge or Hill St during busy times, and I end up using Blackhawk or Franklin, where it is easier given the lack of signal.	Apr 1, 2013 3:29 PM
161	My only suggestion relates to the lack of automatic signals for pedestrians at stop lights. We don't make cars stop and press a button to get a working signal, so why do we treat pedestrians and cyclists that way? Walk and Don't Walk should be automatic. I walked all over Tokyo for a week and never encountered a button actuated crossing signal. It was wonderful.	Apr 1, 2013 3:18 PM
162	Park 'n Ride at Segoe/University to encourage single car drivers to not take cars to isthmus. Express bus with discounted fare from Park 'n Ride to make this option favorable. Better bike routes on or near University Ave.	Apr 1, 2013 3:06 PM